A RADICAL REORGANIZATION OF THE NAVY DEPARTMENT TO BE MADE.

THE DUTIES OF THE VARIOUS BUREAUS TO BE PTSTEMATIZED-NEW POWERS OF THE BUREAU OF NAVIGATION.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, June 27.-Secretary Tracy has just issued an important general order directing dical reorganization of the different bureaus of the Navy Department, which is to go into effect on July 1. This is a step which the Secretary decided to take soon after he was placed at the head of the Navy Department. He overed incongruities and divided responsibilities in the duties devolving upon the different bureau chiefs under the present organization; and be also found it difficult, under the existing system of business, to arrange and classify the

new supplies and sources of supply needed for the creation of new fleets, and to continue the

work of increasing the Navy. His new order recasts the duties of the several bareaus. It simplifies and equalizes the work of some of the bureaus, and concentrates duties that in many cases are now scattered among several bureaus. In gene al, the new organization groups the duties of construction, equipment and supply logically and systematically among several bureaus, and places the personnel of the Navy, the training, drilling, inspection and discipline of officers and men-heretofore scattered nong several bureaus-under the Bureau of Navigation. Another important and new feature of the reorganization of the departmental work is that constituting the chiefs of the five bureaus that have to do with the preparation of material, yards and docks, ordnance, squipment, constructien and steam engineering to be ex-officio a board for the design, construction and equipment of new ships. Practically one effect of the order will be to make the Bureau of Navigation corpond to the Adjutant-General's Office in the War Department, in the control of the entire

all that relates to the promulgation and enforcement of the Becretary's orders to the fleet and to the officers of the Navy; to the education of officers and men, including the Naval Academy and technical schools for officers (except the torpedo school), the apprentice establishment, and schools for the technical education of enlisted men; the enlistment and discharge of all enlisted persons, including appointed

personnel of the organization. The terms of the

receiving ships, and it shall provide transportation for all enlisted persons and appointed petty officers. It shall establish the complement of the crews of all vessels in commission. It shall keep the records of service of all squadrent, ships, officers and men, and prepare the annual naval register for publication. It shall have under its di-rection the officer of Naval Intelligence and Naval Attaches abroad, the Department Library, libraries for ships, and the War Records Office. It shall be charged with the enforce-

a tactics and manuals shall be submitted to squestions, tactics and manuals shall be submitted to his Bureau for its action and recommendation. It shall pre-tribe the dress of all officers and men, and see that the egulations in this respect are strictly enforced. It shall essent and bring to the attention of the Secretary of the ions from officers for service or change formed by vessels, officers or men; of all inspections of the same not of a special nature, and of all drills and exercises. In order to prevent the issuing of conflicting naturations all official communications to yeare in conjugation and force to submitted to the flectory of the large, and forwarded through this Bureau.

To the Bureau of Yards and Docks is assigned all that relates to the construction and maintendant relates to the construction and maintendant relates to the construction and maintendant relates as it now discharges. The Bureau of Equipment and Recruiting loses the apprentice system and the enlistment of men, but gains the Naval Observatory, Nautical Almanac, Hydrographic and Compass Offices, and the electric light system. In the case of the remaining bureaus, it is noticeable that all of them are to have exclusive jurisdiction over the buildings and plants assigned to their use in the Navy Yards after they have been constructed by the Bureau of Yards and Dooks. All of the Bureaus are also empowered to purchase such stores, tools, plant and material as they may need.

REFORM OF NAVAL DRILL AND TACTICS. Secretary Tracy has addressed the following ter to Commodore Greer, now on his way home from the European station:

Sir: You are horeby appointed president of a beard which will consider the question of general organization, tectics and drill for the Navy, rendered necessary by the alvance in modern naval appliances.

This heard will consist of various to provide the provider to provide the provide the provider to provide the provider to provide the provider to provide the prov

advance in modern naval appliances.

This board will consist of yourself as president, and
Caption A. P. Cooke, Commander Henry Glass, Commander
C. M. Chester, Lieutenant-Commander Thomas Perry,
Lieutenant J. P. Meigs, Lieutenant Duccan Kennedy and Lieutenant Charles E. Colahan as missbers. The will make its report direct to the Secretary.

A LONG LIFE OF CRIME AND PUNISHMENT

THE LATEST OFFENCE OF A SPANIARD WHO HA MADE AN UNUSUAL RECORD.

Fernandez Emanuel Cortez, who was arrested on Monday evening for passing forged checks upon several Spring-st. merchants, was taken to Jefferson Market Court and remanded yesterday to Inspector Byrnes's office. He is a notorious crook, and the police have been looking for him for a long time. He has had an active criminal career for the last forty years. He was convicted of felonious assault in 1850, and after leaving prison was sent back in a short time for pery. In 1866 he robbed a hotel, was convicted

and served five years in the Auburn Penitentiary. After getting out he passed several worthless becks and was locked up at Police Headquarters He escaped from his cell by cutting through the bars and kept out of sight for several years. The only other man who ever got away from Police Head ether man who ever got away from Police Head-quarters was John Mahony, alias "Jack Shepherd." In 1882 he swindled over 100 firms in this city, among them being Steinway & Co.. and served a term in the penitentiary. He created a commotion in shipping circles as Captain Harper, of the Flying Scud, in 1886, and passed about forty forged checks upon shipping merchants. His picture in the Rogues' Gallery is No. 861. There are fifteen complaints against him now for passing forged checks within the last two weeks.

over, N. H., June 27.—The Boston and Maine eager train, due here at 7:20 p. m. to-day, was held at North Berwick for the Crescent Division Knights of Pythias, of this city, the members of which The train left North Berwick thirteen minutes late and the engineer, George Smith, with the engine Andever, attempted to run in here on time. When esseing into the city the train ran into an open and the engine, tender and three cars left the er saw that an accident was unavoidable, he incer saw that an accident was unavonance, no ided his air-brakes and jumped from the engine, a the fireman, Frederick Tibbetts. Both men word lly shaken up. Occar F. Kimball, Grand Chan-or of the order in this State, was hart in the head back. William Hilliard was hart intercally, and amoved to his home in a hack. Frederick Weeks injured about the head, and William Hottt, a har peacenger, had his arm broken, white all the

of New-York, has recommended to the

Public E. Y., June 27.—Herace Wijcox, until needly commercial editor of "The Ruffalo Express," seemly commercial editor of "The Ruffalo Express,"

the o was so avoid the man.

MR. FINK'S RESIGNATION ACCEPTED.

THE TRUNK LINE PRESIDENTS DO LITTLE BUT SECURE THE PROMISE OF FUTURE

The presidents of the trunk lines met at the office of the Trunk Line Commission yesterday, a full repre-sentation being secured. The questions that came Commissioner Blanchard and other representatives of the Central Traffic Association, the presidents or traffic managers of the New-England roads and Pasenger Commissioner Tuttle. The matter of Mr. Fink's resignation was finally considered in executive session by the trunk line presidents, and at the close Chairman Roberts, president of the Pennsylvania Railroad, authorized the statement that the resignation had been accepted. Mr. Roberts said that no other action could be taken in view of Mr. Fink's insistance, and no discussion of his possible successor was entertained. There was evidence of decided retret at the retirement of Mr. Fink from the dutie he has so long filled in the demeanor of most of the esidents. It almost suggested the idea that more than the fact of ill-health had impelled Mr. Fink to make his resignation imperative.

The conference had some knotty problems to solve on the general situation. A large part of the time versy. The Delaware, Lackawanna and Western has persisted in refusing to enter the trunk line organization to control the immigrant business, and its lates excuse was the existence of a special contract by the New-York, Ontario and Western with one of the steamship lines. The trunk lines sacrificed Passenter Commissioner Pierson to the personal animosity of the Lackawanna without securing the loyalty of that company. No agreement could be reached was induced to assent to the proposition of arbitra-

After his decision another appeal may be made to a commission of three arbitrators, but under the must be final. It was considered a great point gained when Traffic Manager Hegeman, who claimed to act full authority from President Sloan, of the Lackawanna, chose arbitration in preference to an

The discussion of the euestions concerning private Trunk of Canada to abide by arbitration. It has been alleged that this company, after agreeing with the other trunk lines in abandoning the payment of mileage charges on such cars, was still accepting them after they had been "relettered" in the name of other roads without the actual private ownership being destroyed. The acquiescence of the Grand Trunk to an arbitration of its responsibility on this point

to an arbitration of its responsibility on this point was accepted as encouraging to a satisfactory settlement of the question. The Pennsylva-ia and the New York Central are bitterly opposed to the practice of using private cars as a means of cutting rates, and they are believed to have sufficient evidence to fix the Grand Trunk's responsibility.

Nothing could be done with a view to advancing rates on dressed beef. The Baltimore and Ohio has a contract for five years at low rates with shippers which was left as a legacy by the Spencer administration, according to the claims of President Mayer. Mr. Mayer told the presidents that he had tried unsuccessfully to secure a release of bis road, and it was finally veted to have the Commissioner ask the Interstate Commerce Commission for a ruling on the legality of the contract. Pending this the rate of three-fourths of a cent per mile on refrigerator cars carrying dressed beef was continued.

There was no decision on lake and rail rates, and the meeting adjourned subject to the call of President Roberts.

THE ALTON'S CAMPAIGN OF REVENGE. Chicago, June 27 (Special).-The Alton has entered

pon a campaign which it proposes shall balance a ong account with its competitors. It claims not to be bound by any association rules and will give notice of changes in rates only to the Interstate Commerce on. The beginning of this plan of campaign was the notice of reduction of the Denver pas-man of the latest the section is a lack of good fath on the part of the Alton and that there was a distinct promise on the part of the Alton that it would inform its fellowmembers of the Western States Passenger Association should it decide to make any change in rates. The Rock Island allowed its descriptive round-trip tickets to Denver to be so manipulated that passengers could no means satisfied with this reduction in passenge It is now attacking the Rock Island in the tender spot, River is to be believed. The word comes that the Rock Island, refusing to break cargoes at the Missouri River, the Alton is offering to take cattle to Chicago from any point on the Rock Island system west of the river to Chicago at regular rates. This it can do by paying local rates to the Rock Island to Kanesa City, and thence to Chicago ever its own line. This will not cut the through rate, but the tradic will not the Alton much more than it would the Bock Island.

REDUCED FOURTH OF JULY RATES. The Erie will pursue its usual custom of selling retions where excursion tickets are not regularly on sale. for the benefit of Fourth of July travel. These takets will be sold July 2, 3 and 4, good for return on or before July 5. The reduction is about on-third.

THE COTTON EXCHANGE CASES CONCLUDED. Washington, June 27 .- The Interstate Commerce Com Cotton Exchange against the Illinois Central Railroad Company and the case of the same complainan Railroad et al. The third case, that of the same exchange against the Louisville, New-Orleans and Texas Pacific Railroad et al. The third case, that of the same exchange against the Louisville, New-Orleans and Texas Railroad, was then taken up. The charge in this case is that this company, with headquarters at Memphis, Tenn., has given and does give an undue advantage to exporters of cotton in Memphis, and has subjected exporters of cotton in New-Orleans to undue disadvantage in the transportation of cotton, and has been guilty of undue discrimination against the business or traffic of merchants at New-Orleans; that the railroad company is giving to experiers of cotton in Memphis a less through sate to Liverpool, via New-Orleans, than can be secured by exporters in to New-Orleans of \$1 per bale, and then pay the current ea-geing rate from New-Orleans to Liverpool.

f depositions were filed in this case and argum

COMPLAINTS FROM IOWA JOBBERS. Des Moines, Iowa, June 27 .- The Railway Commission is receipt of long complaints from Burlington and Daven-ert shippers and jobbers to the effect that by the refusal ton, Cedar Rapids and Northern railways to maintain a joint distance tariff, they were being so greatly dis-criminated signing that that they were heing slowly but surely driven from business. Therefore they ask the ion to fix a day for a hearing of their comp

The Commission then took the three cases under advise

A NEW ROUTE TO BOSTON. Ishpeming, Mich., June 27.—The Duluth and Boston limited train will be put en July 1, passing over the Duluth, South Shore and Atlantic from Sault Ste Marie to Duisth, a distance of 400 miles. The time botween Duisth and Boston will be fifty-six hours. The new route expects a large passenger business between Besto

LEASE OF THE THIRTY-FOURTH STREET LINE Albany, N. Y., June 27 .- Counsel for Edward Lauter back, of New-York City, filed in the office of the Secretary of State to-day a certificate of the lessing of the Thirty-fourth Strees Railroad Company by the Thirty-fourth Street Ferry and the Eleventh Avenue Railroad Company for 900

TO ANNUL THE ATLANTIC AVENUE CHARTER Ringston, N. Y., June 27 (Special).—Judge Edwards to-day granted the metion of the Attorney-General for leave to bring an secon to annul the charter of the Atlan-tic Avenue Railroad Company, Brooklyn.

SECOND-CLASS RATES TO HELENA Chicago, June 27 (Special).—The Union Pacific has already become tired of the 284 second-class rate to Eclone by way of Denver, and will soon request its withdrawal to most Morthern Pacific and Manitoba com-

Topeks, Kan., June 27.—A convention of delegates representing the cities of Atchison, Aprileon, Emporia, Eldorado, Port Scott, McPherson and Topeks, met-do this city lost creating and fermed a permanent organization under the title of the Manufacturies, Johann and Ship-

in transportation matters.

TO RESTRICT THE LOW COMMODITY RATES. Chicago, June 27.—The committee of the Western Freight Association which has under consideration the abolishing of all pro-rating arrangements with Eastern routs has asked for and obtained an extension of time. The committee was expected to report to-morrow, but the abolition would be of such a redical character that they hesitated to make it until every other means for a settle ment of the Northwestern break in rutes had been tried. To-morrow's meeting of the Western Freight Association will consider ways and means to prevent the spreading of the low commodity rates to be put into effect July 5 to

RECEIVER MONULTA'S VALEDICTORY. Chicago, June 27 (Special).-General McNulta has issued

elequent valedictory to the officers and employes of the Wabash Railway. He thanks them for their faithful support, and declares that the phenomenal success of his receivership was wholly due to their labors.

THE DELAGOA BAY RAILROAD TROUBLE.

ENGLISH SENTIMENT STRONGLY AGAINST PORT UGAL'S ACTION-POSSIBLE ACTION BY THE UNITED STATES.

London, June 27 .- Advices from Delagon Bay say that a British gunboat is expected to arrive there by Saturday. The railway employes are preparing to make forcible resistance to any attempt on the part of Portugal to take charge of the work of constructing the road.

Meetings of the company to which Portugal granted concession to build the Delagoa Bay Railway, and of the Chamber of Commerce, will be held in London to-morrow, and they will request the Stock Exchange and the European Bourses to cease quoting Portugese securities until Portugal has made reparation for

"The Globe," commenting on Portugal's conduct n the matter of the Delagoa Bay Railway, said: "Portugal has been guilty of an unwarrantable breach of faith and of shameful dishonesty, and has disgraced the national name."

It is understood that Mr. Blaine, in response to a

etition, will send an American man-of-war to Delagon Bay.

A dispatch to "The Daily Chronkle" from Durban says: "The Governor of Delagoa Bay has telegraphed to the Portuguese Consul here that the decree cancelling the railway concession has been reschided, and that the company will continue the building of the company."

AN ENGLISH PRINCESS TO MARRY AN EARL. London, June 27 .- Princess Louise of Wales, granddaughter of Queen Victoria, has been betrothed to the

Earl of Fife. The Earl is an intimate friend of the Prince of Wales and is a neighbor of the Queen at Balmoral. He is in his fortieth year. Princess Louise is twenty-

Alexander Williams George Duff, sixth Earl of Fife. succeeded to this title on his father's death in 1879. He is Lord Lieutenant of Elginshire, Deputy Lieutenant of Counties Aberdeen and Banff, member of the Council for the Duchy of Laneaster, and a partner in the banking business of Sh to 1879; was made Captain and Gold Stick of the Gentlemen-at-Arms in 1880; and went on a special mission to Saxony in 1882, receiving at that time the First Order of Saxony. The family has large estates in Scotland, besides a county seat at Richmond and a town house in Cavendish Square. The Farl is a member of the following clubs: Whie's, Birnoha's, Mariborough, Reform, Turf, Devonshire, St. James, Garrick and Royal Yache Squasiron.

MR. GLADSTONE ON THE ACT OF UNION. London, June 27.-Mr. Gladstone has an article in "The Nineteenth Century," entitled "Plain Speak-

Sir Richard Webster, in examining William O'Brien charge would be proved against certain Irishmen if it could be shown that they regarded English power is could be shown that they regarded English power as alien. I should like to have asked Mr. O'sirien whether the Irish, so far as he knew, regarded the Act of Union as possessed of the same moral sutherfity at the laws against their and munder; or as possessed of moral authority at all. I do not doubt that Mr. O'Brien would have answered that they regarded it as an art of force to which Ireland was under, not a moral, but only a prudential obligation, to conform. There may be immerality in miscalculated resistance even to immoral laws, but such resistance is not in itself immoral. The question is whether worship of the Act of Union is picty or superstition."

SWITZERLAND AND THE SOCIALISTS. Berlin, June 27 .- The " North Gorman Gazette hat Switzerland promotes the dissemination of social It says that Aparchists without credentials are allowed o remain in Switterland without effort on the part of the authorities to identify them. It declars that the reply of M. Droz, the Swiss Foreign Minister, to the recent interpellation of the Nationalrath, in which be declared that under no circumstances would Switzer-land share with any power the right to police he territory, was inadequate and unsatisfactory. Berne, June 97.—The proposal to form a public prosecutor's department, to assist the police in scaling with refugees, has been unanimously sanctioned by the State Council. the authorities to identify them. It declars that the

ATTENTIONS TO THE AMERICAN ENGINEERS. Paris, June 27.-M. Effet to-day formally pre-cented the visiting American engineers to the Prefect of the Seine. Messrs, Whitmore, Towne and Changle made short speeches, expressing their high appreciation of the fraternal reception that had been given to or the fraternal reception that had been given to them and their associates by the French engineers. Their visit, they said, was primarily a manifestation of the deep sympathy felt by American citizen-for France. The Prefect in reply compilmented his guests and said their presence would fighten the bonds of a friendship which had existed for a century and which was founded upon equal aspirations after demo-cratic progress.

Caire, June 27 .- The people of this city are irritated ver the opposition of France to England's scheme for the conversion of the Egyptian debt, because England would not consent to evacuate Egypt. The abandoument of the scheme will prevent a continuance of the works to improve irrigation by the waters of the Nile, and will also hinder a decrease in the rates of taxation. The dervishes are advancing upon Wady Halfa.

BELGIUM AND THE CONGO RAILWAY.

Brussels, June 27.-M. Beernaert, Minister of finance, has introduced a bill in the Chamber of Deputies to authorize Belging to make a contribution toward the construction of the Congo Railway. The Government will subscribe \$2,000,000 toward the construction of the Congo Railway, the shares to bear interest at the rate of 3 1-2 per cent. The interest on the other shares will be 7 1-2 per cent. The bill stipulates that 92 per cent of the material needed shall be ordered in Belgium.

A DINNER TO MINISTER LINCOLN. London, June 27.-The Inner Temple Benchers gave dinner last evening to Mr. Lincoln, the United States Minister. Justice Hannen, Lord Wemyss, Lord Napier and others were present.

THE WISSMANN EXPEDITION'S STEAMERS. Zanzibar, June 27.-The three missing steamer belonging to the Wissmann expedition have arrived

.HE SHAH OF PERSIA ILL AT SPA Brussels, June 27 .- The Shah of Persia is suffering from a low fever at Spa

LARGE COTTON MILLS IN ENGLAND BURNED. London, June 27.-The Springfield cotton mills, at kham, have been destroyed by fire. The loss is

GOOD OUTLOOK FOR CROPS IN RUSSIA. St. Petersburg. June 27.—Owing to favorable weather all fears that the crops would prove a failure have

MR. PARNELL'S COMING VISIT TO EDINBURGH. London, June 27 .- The Earl of Aberdeen will preside

TWO CANAL BOATS SUNK IN A COLLASION. The Rotterdam steamship Obdam, Captain Bukkus, while making her dock off York-st., Jersey City, last evening, came into collision with the canal beat California, Captain Neilson, owned by Berman California, Captain Neilson, owned by Berman & Whyte, of No. 55 Broadway, New-York, and loaded with 605 tons of coal. The California sank at once. The Obdam also sank the canal boat Amazon, Captain Cole, with a cargo of 550 barrels of cement. The total damage is estimated at \$10,000. It is said that the accident was due to the signal of the steamship being out of order. Captain Neilson's wife and five california were on beard the canal boat California and were reasoned as the boat was sinking by Special Officer James, of the Rettgram dook.

HE GETS THE TEN THOUSAND DOLLARS AT

"IN GOOD TIME" HE WILL MAKE A REPORT-A NEW CAUSE FOR BICKERING.

Ever since the recent Centennial Inauguration Celebration in this city Stuyvesant Fish, chairman of the Entertainment Committee, has persistently refused to make a report of the finances of his committee to the chairman of the Finance Committee on the ground that other sub-committees owed his committee \$10,000 for ball tickets, which had been delivered on the order of Elbridge I. Gerry, chairman of the Executive Committee, and he has repeatedly declared that he would not make a report until this money was paid. His stand was so positive that the united efforts of the other committeemen failed to move him. Even the Committee on Compromise, appointed for the special purpose of " persuading' Mr. Fish to make a report without the \$10,000 he claimed, could do nothing.

"I want the money they owe, and they will get no report until they pay up," Mr. Fish has said repeatedly. Recently many tradesmen to whom money was owed by the Entertainment Committee for materials furnished have been annoying Centennial committeemen, after finding that Mr. Fish would pay them nothing until the money due his committee was forthcoming. Mr. Fish came book from Chicago yesterday morning, and received a call from Ciarence W. Bowen, the secretary of the General Committee, After Mr. Bowen had gone Mr. Fish made the following statement to a Tribune reporter who called to see him:

The payment this day made to the Entertainment numittee of \$10,000 in cash, upon the voucher signed by E.bridge T. Gerry, chairman of the Execu-ive Committee, on April 3, 1869, for 1,000 tickets to the bast at \$10 cach, the delivered to mm, and the

the bast at #10 cach, the delivered to him, and the collection by the Entertainment Committee of other sums due it on account of tickets sold to the Plan and scope Committee, put the Entertainment Committee in funds to pay its just dobts.

The fact that all of the money appropriated by the city has been drawn from its treasury, will enable the Entertainment Committee to submit with its account: receipted voncious, for all disbursements with the full assurance that none of such vonchers can be used for the purpose of drawing public moneys.

Mr. Fish considers that he has won a signal

victory over the committeemen who have insisted that Mr. Fish had a surplus without the \$10,000 he claimed to be due, and that he should report on the funds handled to date. It is an interesting fact that the money Mr. Fish seceived yesterday did not come through the hands of Brayton Ives, chairman of the Finance Committee, or of those of the treasurer, General Louis Fitzgerald. The amount of \$10,000 was collected by Mr. Bowen partially from the members of committees among whom the ball tickets had been distributed, but the larger part of it was given by Mr. Gerry, who, as chairman of the executive committee, signed the order upon which Mr. Fish claimed payment for the tickets. It has been a subject of talk among committeenen ever since the deadlock was created, that Mr. Gerry has been seriously offended because Mr. Fish has often referred to the amount of \$10,000 as being due from him, and it was understood last night that it was to stop that kind of talk that Mr. Gerry and his friends raised the money.

stop that kind of talk that Mr. Gerry and his friends raised the money.

Mr. Ives knew nothing of the payment of the money to Mr. Fish until told of it last night. He appeared disappointed, as if he feared that the payment might be considered a surrender to Mr. Fish. He could see no reason now, however, he said, why Mr. Fish should not make a detailed report. The Committee on Compromise was ready to report a week ago that they could do nothing with Mr. Fish, but owing to a quorum of the Committee on Plan and Scope not being present at the meeting, an adjournment was had of the Committee on Plan and Scope not being present at the meeting, an adjournment was had

present at the meeting, an adjournment was had until next Tuesday.

It was reported last night that some of the members of the Complitee on Compromise were offended that Mr. Gerry's friends should have effected a settlement with Mr. Fish without consulting them. The struggle between Mr. Fish and the other committeemen has been stubborn on both sides. Mr. Fish has gained the point for which he held out so long, and he is generally credited with victory, but the other committeemea will now in its on getting the long delayed report prometly. Mr. Fish said yesterday that he would make a report "in good time."

WOMAN IN HOLYOKE CHARGED WITH HAVING GIVEN ABSENIC TO HER HUSBAND AND SON.

Springfiel', Mass., June 27 (Special).—Holyoke is highly excited over an alleged case of wholesale poisoning, which last night colminated in the arrest of Mrs. Lizzle Brennan, charged with killing her husband and two sons by arsenic polsoning for the purpose of getting their life insurance. Mrs. Brensian, with her husband, Michael Brennan, and six children, four boys and two girls, moved to Holyoke from Connecticut about four years ago, and they appeared to be a respectable family. Mrs. Brennan is a large, stout woman, about fifty or fifty-five years old. the family carried insurances on their lives and in ach case the policy was made payable to the mother Nearly a year ago the father died, was buried, and after a time the insurance money was collected. He died without attracting much notice. About six weeks ago James, one of the sons, died, and he, like the father, died suddenly. It was given out that he died of inflammation of the bowels. This death acceled the appeled of the neighbors and when it excited the suspicion of the neighbors and when it was followed by the death of Thomas yesterday, an investigation was called for.

Chief of Police Whitcomb took hold of matter, placing Mrs. Brennan under st, though he did not take her to the police station, leaving an officer to take charge of her at the house. The house was searched and samples of all medicines and drugs taken, besides part of the food, which will be analyzed by a chemist. The last to die complained of the tea that his mother gave him, and no doubt that was the article which vas poisoned.

The prevailing opinion seems to be that Mrs. Brennan poisoned the family to get the insurance, but many think that the poison was administered by Mrs. Brennan unknowingly. There seems to be no doubt that both died from poison, as all the symptoms were those of arsenical poison. The matter will not be positively known until the autopsy is completed and the stomach examined by a chemist. and the stomach examined by a chemist.

SUICIDE OF EUGENE THAYER.

THE BASH ACT OF A MUSICIAN ATTRIBUTED TO A DISORDERED MIND.

Burlington, Vt., June 27 .- Dr. Eugene Thayer, an organist of New-York, committed suicide by shooting at 11 o'clock this morning. Dr. Thayer arrived here this week, accompanied by his wife, and was to have begun giving instructions to-day. He was out with Mrs. Thayer previous to the shooting. She noticed on their return that he had a package in his hand. He asked her if she intended to go out again. replied in the negative and went to her room. About an hour later she found his body in a closet. A revolver was clutched in his hand. He had place! the weapon in his mouth and pulled the trigger. coroner decided it a clear case of suicide and the physicians said that death must have been instantane Mrs. Thayer says that her husband had been mentally unsound for some time and had complained of pains in his head. He had also been disappointed in not getting more pupils.

Mr. Thayer was the organist of the Protestant Episcopal Church of the Redeemer, at Eighty-secondst, and Park-ave., and for about five years had lived at No. 929 Park-ave. He was about sixty years old and had a wife and three oblidren, about eight, twelve and fourteen years old. The apartments occupied by the family were well furnished and Mr. Thayer was to all appearances in comfortable financial circumstances. In addition to his income as an organist he carned money by giving lessons on the plane, but did not have many pupils. He left New-York to go to Burlington about two weeks ago, taking his wife and children with him.

THE PORT DODGE COW OAM BE IMPOUNDED. Fort Dodge, Iowa, June 27 .- An ex-Alderman was rrested yesterday for forcibly taking his cow from the city pound master. Since granting the injunction, the Mayor has authorised the impounding of all cows appearing on the main street. The Mayor imposed a light fine on the ex-Alderman and warned him to desist from interference with efficers.

FATAL CARELESSNESS OF AN EXPERT.

A PERFECT CIRCUIT FORMED THROUGH HIS HEAD-TESTING THE WIRES AT THE TIME. Edward Quinn, age forty-seven, a foreman at

the Brush Electric Light Company's works, No. 210 Mott-st., was killed last evening by an electric shock. A complaint had been received at the factory that there was an " open" wire on one of the down-town circuits, and Quinn was examining the wires in the factory to locate it. In order to test the "open" wire he held a " ground' wire in his hand and stood on a high ladder.

Quinn made a mistake and caught hold of a 'live" instead of a "dead" wire. At the instant that he touched it he threw up his hands and the "live" wire struck him in the forchead while the " ground" wire came in contact with his right cheek, forming a circuit through his head. He fell to the floor unconscious and rolled over everal times as if he were in convulsions.

Doctor M. B. Feeney, of No. 240 Mott-st., was passing the factory at the time of the accident, and he was immediately called in. The doctor was surprised to find that Quinn was still alive, and he gave him four hypodermic injections of brandy. Quinn was beyond the reach of drugs, however, and died in two minutes, or about seven minutes after he received the shock. The only person who witnessed the accident was Charles Quinn, the dead man's brother, who was holding the ladder at the time. Quinn was married and had been connected with the Brush Company as an electrician, for eight years. He was familiar with the electric light system in all its branches, and his death was undoubtedly due to careless-

STEALING HER CHILD DESPITE A COURT.

A DIVORCED WOMAN KIDNAPS HER DAUGHTER IN CHICAGO.

Chicago, June 27.-The Hayes Public School was the scene of a sensational case of kidnapping yesterday afternoon. Hatrie, age twelve, the daughter of John and Cella Thatcher, was stolen by her mother The Thatchers were married in Chicago thirden years Three years after the marriage Mr. Thatcher gained a suit for divorce, and the court awarded him the custody of the child Hattle. Mr. Thatcher gave the little girl into her grandmother's care. At the close of the public school term one year ago Mrs. The cher, who had made many efforts to obtain posession of the child, endeavored to abduct her from he school yard. The attempt was unsuccessful, as the child was afra'd of her mother and refused to go

Yesterday afternoon, shortly before school closed, carriage closely curtained was driven up to the the school building and went directly to Room No. 8. The teacher responded to her knock, and the woman said she was Mrs. Thatcher and asked to see her daughter Hattle, but the girl refused to go to the Mrs. Thatcher then apparently went away. About five minutes later the door opened and she dashed into the room, seized the little girl around the waist and started for the door. Miss Hannon esistance. Mrs. Thatcher was much larger and more powerful than the teacher and succeeded in getting the door partially open. Then Miss Hannon called for the pupils to assist her and they came in a body. Just at this moment a young man wearing a heavy mustache entered the room, and throwing Miss Hannon and the children to one sid, took the struction of the str owerful than the teacher and succeeded in getting

THE DAWSON CASE NEARING ITS CLOSE.

MORE TESTIMONY AGAINST DR. M'DOW-ARGU-MENT BEGUN FOR THE PROSECUTION. Charleston, S. C., June 27.-In the McDow case

o-day Dr. R. A. Kinloch, for forty years a physician and surgeon, and at present dean of the Medical College of South Carolina, took the stand to prove the ourse of the ball that killed Captain Dawson. His that the ball had been fired from behind, and is confirmatory of the general opinion that McDow shot Captain Dawson when the latter's back was turned, and when he was leaving McDow's office. Detective when the accused was going to jail with manacled hands, Dr. McDow said: "I shot him, and I would shoot any man who caned me. I know where to shoot to kill-my profession teaches me that."

This evidence is considered important, in view of the statement made by McDow yesterday that he did not take aim when he fired on Dawson, and would have preferred to disable rather than kill him. Solicitor Jervey requested that the jury be sent to

McDow's office, for the purpose of obtaining a clear idea of the scene of the murder, but McDow's counsel objected, on the ground that the jury might be un niy influenced by persons who had no proper connection with the case. Judge Kershaw sustained the

solicitor Jervey then announced the case closed. solicitor Jervey then announced the case closed, and requested the Court to charge the Jury on certain questions of law. He then proceeded to address the Jury, and made a good impression. The audience applicated him when he denounced McDow for sneaking around to Captain Davison's house when Dawson was absent. Mr. Jervey spoke for two hours.

Judge Magrath and Mr. Cohen will speak for the defence to-morrow, and argument will be closed by Major Julian Mitchell for the prosecution. Judge Kershaw will then deliver his charge, after which the case will go to the Jury for their verdict. SWINDLING REAL ESTATE BUYERS IN ST. PAUL

St. Paul. June 27 (Special).—A conspiracy, which netted the operators \$100,000 or more, has been unearthed here. Last Saturday a real estate man of St. Paul named Stensgaard, negotiated a loan of \$1,500, giving as security a morigage on a block of land valued at about \$15,000, owned by a wealthy brewer of Milwaukee, named Uplein. Stensgaard produced deed showing that he had purchased the property was a forgery. Stensgaard protested that he purcha ed the property of a man who he supposed was Uplein. In connection with this real estate fraud, it is now learned that this is only one of a series of frauds, and that a gang of real estate sharks and swindlers has long existed in this city. This gang has for some time been conducting extensive operations by means of forged signatures, using fictitious names, and seiling and making bogus mortgages. Recorder M. J. Bell estimates that he has several hundred bogus deeds and mortgages filed in his office by the gang, and that the mortgages lifed in his once by the gang, and that whole must reach \$1,000,000. The arriest of Draper, the lawyer before whom the deed was acknowledged, and stensgaard was affected to-day. It is learned that the heal Estate Title Insurance Company will indomnify W. D. Jenney, of Harrisburg, Penn., from whom the \$4,500 was borrowed. Shortly after this the Sheriff's deputies, who had been scouring the city, returned with five men, making seven arrested in the

UNITED TO SUPPORT FORAKER.

Columbus, Ohio, June 27 (Special).—All of the Republican leaders have pledged Governor Foraker earty support, the defeated candidates going on record to this effect at a ratification meeting last night. Congressmen McKinley and Grosvenor, previously regarded as antagonistic to Foraker, gave assurance of support, while hundred of congratulatory telegram been received by the Governor to-day. were from party leaders, men of influence in the State. Among them was one from ex-Governor Charles Foster, saying: "When the Indian chief with the new name gots through with his work, his service will be at your command."

FOR A LICENSE LAW IN BHODE ISLAND. londay count the votes east on June 20 in the mat ter of annulling the prohibitory amendment. The re-sult will be announced officially and a special session

A DELUGE FROM A PAUCET. Sechhelmer Brothers' clothing store in Fifth-ave. was left open last night. There teing no night watch. CRIMSON AND SCARLET WIN

PRICE THREE CENTS

THE COLORS OF HARVARD AND CORNELL TO THE FRONT,

CAMBRIDGE FRESHMEN DEFEAT THEIR COL PETITORS FROM COLUMBIA-THE COLUM-BIA UNIVERSITY CREW CONTESTS

A LOSING FIGHT WITH DIS-

ASTROUS BRAVERY. [BY TELEGRAPH TO THE TRIBUNE]

New-London, Conn., June 27 .- The stout-lunged young men in red-striped caps and blazers and the pretty girls who carried red parasols and wore red ribbons had it all their own way on the Thames this evening, for Harvard's orimson-shirted oarsmen easily won the postponed freshman race against Columbia, and Cornell, whose colors are scarlet even more brilliant than Harvard's crimson, carried off the three-mile contest against Columbia and the University of Pennsylvania.

Both matches were full of spirit and interest and drew together perhaps the largest crowd of spectators ever seen on the Thames race course n any other than a Yale-Harvard day. An unfortunate delay in starting the triangular match spoiled a part of the evening's enjoyment. The crews did not get away until just about dusk, and by the time the finish line was crossed nearly, everything except the fact that Cornell had won was lest in the rapidly approaching darkness. No official time could be taken for the last half mile, and the positions of the two losing crews could only be approximated. But the closeness and excitement of the three-cornered contest through the gathering dusk; the pretty picture made by the freshman crews, both rowing in almost exhibition form down the long lane between the river craft of all sorts gathered for the race-day; the variety and animation of the scene from the Groton Bridge to the old Navy Yard, a moving water panorama, which changed with every minute from late afternoon till sanset; the perfection in wind and water of all the conditions for eight-oared rowing-all these will make to-day's races a brilliant memory in the history of college boating at New-London.

The two contests in themselves, too, were not unworthy, apart from the general interest excited by the circumstances which surrounded them. By beating the Columbia freshmen in easy time the Harvard freshmen regained once more the supremacy in first-year boating, which they lost in

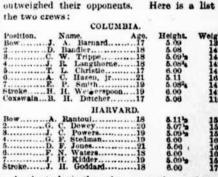
The Cambridge and New-York youngsters rowed in excellent form and made fair time against the tide, and both winners and losers finished with wind to spare, a sharp contrast to the broken condition on which both freshman crews in Tuesday's race got across the line.

Cornell, by defeating Columbia and Pennsylvania, has won a creditable place among eightcared boating colleges. Her crew is a fast and strong one, as distances up to three miles showed, and the men are counting now on trying their strength against Yale in the mile-and-a-half race for the Sharpless cup at Philadelphia.

It is said to be likely that Yale will row on the Schuylkill. If so, the match there may result in an agreement by which Cornell will be substituted for the University of Pennsylvania in future preliminary matches with Yale on the Thames. Cornell's time to-day was notably fast. According to the officials on the referee's bost, the Ithacas men made two miles and a half in twelve minutes and forty-seven seconds. The time for the three miles was fixed approximately at fifteen minutes and thirty seconds. Columbia was probably five seconds and the University of Pennsylvania nim seconds behind.

The Harvard freshmen made their two miles against the tide in twelve minutes and twenty one seconds. Columbia was seven seconds The race was started pretty slower. promptly, the two shells getting to the flage off Gale's Ferry at about half-past 5 o'clock. The course was down the river to the finish at the new railroad bridge. The tide was running a light breeze blew in the same direction. But the boats had no ugly sea to meet at any point and the conditions, except for fast time, were excellent. Harvard had the east course, on which the tide was stronger, a slight handicap for the crimson. Fifteen minutes were spent in getting the two crows ready for work and ranging the river craft at a safe distance from the line the oarsmen were to follow. From the Navy Yard all the war down the broad surface of the Thames was thick with boats of every descrip tion, from the bobbing dingy to the graceful yacht and the unsightly excursion steamer. All the fleet that plies in the New-London waters was there, with reinforcements from Norwich and the towns along the Sound. Tugs and steamer were decorated in the colors of the different colleges, the great majority, however, flying the crimson. The steam yachts were the gayest of all. They had bunting strung from mast to mast and flage dapping from every part of the rigging. The Cora carried a party of Harvard men and took aboard the victorious freshmen when the race was over. Other steam yachts on the river were the Stranger, the Dagmar, the Venture, the Nereid the Neaira and the Unquowa. The last we decked with blue and white, Columbia's colors Sailing yachts, sloops and schooners too numers ous to press into a catalogue lay at anchor along the east side of the river just off the main channel The Yale launch and the Columbia launch dance about over the water watching the preparation for the start. The Harvard launch was used as the referee's boat, and from it the referee, Ma Watson, of Harvard, directed the race.

Finally, about a quarter of 6 the two crews bricked into line and took off their sweater The Harvard men, as the table below shows, far outweighed their opponents. Here is a list of



A minute later the referee gave the word to go Both eights started off together, pulling thirtys six strokes, but the superior strength of the Cambridge youngsters soon forced the nose of the Hare vard shell to the front. The crimson flags began to wave and the cheers for Harvard broke out along the line. At the quarter-mile Harvard led by nearly a length, and at the half-mile this gain was increased to a length or more. The first flag was reached in 3 minutes 12 seconds for Harva and 3 minutes 16 seconds for Columbia, leaders had now dropped to thirty-three str and were working beautifully together, Colum bia fell to thirty-two, and was also retaining t good form of the start. Between the half-n and the mile Harvard gained another boat in spite of a spurt of the Columbia crew to five strokes a minute. The Harvard stro of rising, fell to thirty-three at the mi second fing was reached in this time: 1 6 minutes 12 seconds; Columbia, 6 min

From the mile flag to the flaish the a pretty, but not highly stirring ath rowing. The Harvard youngstess pulled well within themselves, and the Column